

# Dixon Landing Alternatives

## Pros/Cons



### BART Retained Cut

#### Pros

- Existing automobile design speed remains the same (40mph)
- No permanent driveway closures
- Apartment driveways not impacted
- BART less visible
- Dixon remains open during construction (night closures during off peak traffic times expected)
- No City of Milpitas maintained storm pump station required
- Emergency access maintained at all times

#### Cons

- Higher cost
- Freight railroad grade crossing remains (less safe for autos, peds, bikes)
- Loud freight train horns remain
- Continues interruption of E-W traffic circulation (autos, bikes, pedestrians) due to freight trains blocking traffic
- Longer SVRT construction schedule (18 months total)
- Retained Cut precludes freight railroad grade separation

### BART At-Grade

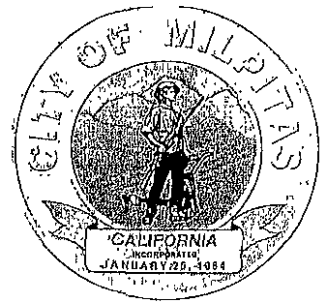
#### Pros

- Lower cost
- Public safety improved – freight railroad grade crossing eliminated (autos, peds, bikes)
- Loud freight train horns eliminated
- Improves E-W traffic circulation (autos, bikes, pedestrians) – no freight trains blocking traffic
- Creates a gateway statement – bridges and walls can become an architectural statement
- Shorter SVRT construction schedule (12 months total)

#### Cons

- Lower automobile design speed (35mph)
- 2 permanent driveway closures
- Apartment driveways impacted
- BART more visible
- Temporary 6-9 month closure of Dixon required (emergency access maintained during most of the closure)
- Added storm pump station maintained by City of Milpitas

# MEMORANDUM



**To:** Transportation Subcommittee  
**From:** Milpitas Staff BART Team  
**Subject:** BART Dixon Landing Road Alternatives  
**Date:** March 17, 2005

Recommendation: Support the BART At-Grade Option at Dixon Landing Road (Dixon under BART and the railroad) subject to VTA providing the following:

1. Financing of an endowment for the City's storm pump station maintenance costs;
2. Adequate sidewalk widths on Dixon under BART and the railroad;
3. A temporary fire station west of the railroad during the period that emergency access cannot be provide through the construction site.

Discussion: At Milpitas' request, VTA has been investigating the pros and cons of a BART At-Grade option at Dixon versus the adopted Retained Cut concept which would align BART under the roadway but leave the railroad crossing of Dixon as-is. VTA is now requesting that the Transportation Subcommittee and City Council indicate a position.

The At-Grade option has significant advantages, including increased safety, elimination of traffic blockages when trains are present; and reduction of train horn noises. However, it also presents several challenges, including closure of Dixon of up to 6 to 9 months, the need for a storm drain pump station maintained by Milpitas in the depression under BART and the railroad, and elimination of the two driveways on Dixon just west of the railroad. Attached is further information provided by VTA for a neighborhood meeting, which the City of Milpitas and VTA hosted on March 16 to gather input from affected Milpitas residents and businesses.

Community Meeting: Twenty Eight (28) members of the Milpitas community and one (1) member outside Milpitas were in attendance including the mobile home parks, Spinnaker Apartments, one business member, and single-family residents.

The VTA presented the two options via a PowerPoint presentation including an At-Grade simulation. The majority of the comments noted were:

- o Noise and Vibration (7 comments)
- o Flood plain and storm drain pump station emergency contingency plan
- o Emergency access during construction and road closure
- o Alternate projects to BART

City staff performed an informal count of the attendees' preference on the two options. Approximately 9 attendees indicated a preference for At-Grade and one (1) preferred the retained-cut (the representative of the shopping center). In addition to the verbal comments, twelve (12) comment cards were received. Below is a summary of the preferred options tallied from the comment cards:

- o Seven (7) Milpitas residents clearly stated the At-Grade option is preferred
- o One (1) Milpitas resident clearly stated the Retained Cut option is preferred
- o Four (4) Milpitas residents did not clearly state their preference of the options.

From the public meeting verbal and written comments, the majority of the comments received preferred the At-Grade option.

Other Outreach: Staff also conducted meetings with representatives of the three owners whose driveways would be affected -- Spinnaker Point Apartments (whose main driveway would be lowered) and the properties on the west side (whose driveways on Dixon would be eliminated). Spinnaker has indicated that they are in favor of the At- Grade option while the representatives of the west side interests are concerned about the loss of their driveways.

Other Considerations: Several meetings have been conducted with VTA to identify the pros and cons of the options. VTA has indicated that emergency access can be provided during the up to 6-9 months that Dixon would have to be closed except for a 1-2 week period, during which staff recommends that a temporary fire station be provided (probably a trailer at the park). Further, VTA should provide financing of Milpitas' storm drain maintenance costs and sidewalks should be 8' wide on the south side and 6' wide on the north. Lastly, noise and vibration impacts would have to be mitigated.

Summary: Because of the significant advantages to the community of eliminating the railroad crossing, staff favors the At-Grade option.

Cc: Interim City Manager, Fire Chief, Fire Marshall